

Snohomish County/Paine Field

3220 100th Street SW, Suite A Everett, WA 98204



Paine Field is located in Snohomish County, six miles southwest of Everett. The Airport has 494 based aircraft, including 430 single-engine, 50 multi-engine piston-powered, 2 turboprops, 8 turbojets, and 4 helicopters. The latest available data indicate that Snohomish County/Paine Field had a total of 198,932 annual operations. Paine Field has three runways.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	21	Federal:	Reliever Airport	Airport Elevation:	606
Associated City:	Everett			Approach Category:	E: 166 knots or more
County:	Snohomish	State:	Regional		
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	County Govt.	Number:	3	FAA:	VE
Owner:	Snohomish County	Type(s):	Asphalt,Asphalt,A sphal/Concrete	Description:	Boeing 747

AIRPORT ACTIVITY

Activities		Based Aircraft		Cargo	
	Based Transient	AIS Last Updated: 12/15/2011			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet	16	Number of Cargo Carriers 1
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine	49	Total Cargo Volume (Tons) 47,250
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine	580	
Airplane Parts Manufacturing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rotor Based	12	Ground Transportation
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider	1	AIS Last Updated: 12/23/2010
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military	0	Bus Service <input checked="" type="checkbox"/>
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight	0	Taxi Service <input checked="" type="checkbox"/>
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane	0	Marine Service <input type="checkbox"/>
Civil Air Patrol	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Total	658	Rail Service <input type="checkbox"/>
Cargo Activity	<input checked="" type="checkbox"/>		Fixed Based Operators		Shuttle Service <input checked="" type="checkbox"/>
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 12/23/2010		Limo Town Car <input checked="" type="checkbox"/>
Commercial Carrier Activity	<input type="checkbox"/>		No. of FBOs	4	Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification

Take Offs and Landings (Operations)

Airport		Classification	
		Low	High
Based Aircraft	658	5	658
Operations	110,270	4,254	142,000
Commercial Enplanements*			
2010	-	-	-
2009	-	-	-
2008	-	-	-
*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.			
Fuel Service			
80 LL	<input type="checkbox"/>		
100 LL	<input checked="" type="checkbox"/>		
MoGas	<input type="checkbox"/>		
Jet A	<input checked="" type="checkbox"/>		
Helicopter Fuel	<input type="checkbox"/>		

	2005	2006	2007	2008	2009	2010
Military Itinerant	672			538	532	621
Military Local	322			159	226	183
Commercial Air Taxi	3310			2683	2480	2303
Commercial Air Carrier	2142			2492	3154	3888
General Itinerant	71240			64429	54594	52629
General Local	71893			67010	51595	50646

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Airport Businesses and Visitors

Economic and Fiscal impacts calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Counties in Impact Region:	King_Snohomish
Direct Jobs:	Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
Direct Labor Income:	Estimated income paid to the Direct Jobs located on the airport footprint.
Direct Output:	Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	34,262	31,168	65,430
Labor Income	\$ 3,908,800,000	\$ 1,653,300,000	5,562,100,000
Output	\$ 14,862,300,000	\$ 4,950,600,000	19,812,900,000

VISITOR SPENDING

Impact Region:	Washington State (once visitors land they may spend their money throughout the state).
Total Visitor Spending:	Estimated total annual spending by visitors traveling through this airport.
Direct Jobs:	Estimated jobs supported by the total estimated visitor expenditures.
Direct Labor Income:	Estimated income paid to the Direct Jobs supported by visitor expenditures.
Direct Output:	Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:		\$ 2,641,200			
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	26	13	39	94,000	0.04%
Labor Income	\$ 744,000	\$ 629,000	\$ 1,373,000	\$ 3,311,700,000	0.04%
Output	\$ 2,200,000	\$ 1,900,000	\$ 4,100,000	\$ 10,160,600,000	0.04%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 2,200,000	\$ 1,300,000	\$ 4,400,000	\$ 69,900,000	\$ 77,800,000
Visitors	\$ 19,000	\$ 20,000	\$ 20,000	\$ 128,000	\$ 187,000
Total	\$ 2,219,000	\$ 1,320,000	\$ 4,420,000	\$ 70,028,000	\$ 77,987,000

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax, State and Local Utility Taxes, Rental Car Tax, and Lodging Tax.
Special Districts include Transit, Schools, Hospitals, Fire, EMS, Parks, Ports, Utilities, and others.

Data Sheet A: Airport Footprint Map

The analysis of economic activity on each airport is based on an airport footprint boundary. The airport boundaries are composed of property owned or leased by the airport.

Through-the-fence Connections. In rare cases, additional properties with physical connections to the airport and aviation-dependent activity are included in the footprint. These properties are considered “through-the-fence” connections and are indicated on footprint maps shaded in red. Examples of these connections include Boeing’s aircraft manufacturing operations at some airports and rural airparks that have direct connections to an airport.

When reviewing your airport footprint map, keep in mind that some footprints will show rights-of-way and other irregularities that do not affect the underlying analysis.

Exhibit 1
Airport Footprint Map

